

Michigan Department of Transportation Fast Facts

OVERVIEW

The Michigan Department of Transportation (MDOT) has jurisdiction over:

- 9,655 route miles (M – US or I routes)
- 4,641 highway, railroad and pedestrian bridges
- 239 carpool parking lots
- 530 miles of state-owned railroad
- 4 state-owned airports (Romeo, Linden, Plymouth-Canton, Houghton Lake)

MDOT also provides financial and/or technical assistance for portions of the transportation system owned and operated by others, including local transit systems, airports, intercity bus, trails, etc.

Highways and Roads

Although the state trunkline system (M – US or I routes) accounts for only 8.1 percent of centerline miles, it carries 53 percent of all traffic and some 70 percent of commercial truck traffic.

- There are 95.9 billion annual vehicle miles of travel (AVMT) for all roads (2009)
 - 48.7 billion AVMT on trunkline roads
 - 47.2 billion AVMT on non-trunkline roads.

As noted in the 2011-2015 Five-Year Program, MDOT will invest \$1.5 billion in its highway program, supporting 16,900 jobs during 2011.

Michigan's system of more than 120,000 miles of public roads is:

- 8th-largest in the nation,
- 28th-largest state highway system.

Michigan's local roads are the nation's:

- 6th-largest city street system (21,247 route miles as of 2010),
- 4th-largest county road system (90,208 route miles as of 2010).

Transit Systems

MDOT provides a portion of the funding for the local transit system which consists of 79 agencies, ranging from city and county-level bus systems to multi-county authorities and one fixed guideway system.

- Overall, local public transit provided over 100 million passenger trips in 2009.
- Ridership grew 17.8% from 2005 to 2009 (higher growth than among bus systems nationwide).
- Local transit services contributed nearly \$805 million in benefits to Michigan communities (based on 2008 data).
- About 30% of the cost of operating local transit comes from the state.

Freight

The most recent comprehensive federal freight data is from 2003 and shows that Michigan's transportation infrastructure moved 670 million tons of freight, valued at over \$1 trillion, at that time. *(Totals may not add correctly due to rounding.)*

- Trucking accounted for nearly 70 percent of the tonnage moved.
- Rail accounted for 18 percent of the tonnage moved.
- Water accounted for 12 percent of the tonnage moved.
- Air accounted for 1 percent of the tonnage moved.

Airports

Aviation contributes more than \$20 billion annually to the Michigan economy.

- There are 235 airports across the state (including 17 commercial airports).
- MDOT administers funds used for capital projects at the 78 highest-priority airports.
- Overall, aviation services provided over 36 million passenger trips in fiscal year 2010.
- Nationwide, Detroit Metro's passenger ranking was 16th in calendar year 2009.

Trails

Michigan currently leads the nation in miles of open nonmotorized trails.

- There are approximately 177 open trails totaling 2,337 miles.
- Currently, there are approximately 32 trail projects proposed, totaling 392 miles, that may or may not have funding secured for construction.

FUNDING

Act 51 creates the Michigan Transportation Fund (MTF), which receives road-user fees and distributes them to MDOT, county road commissions, city and village streets, and transit agencies. No general funds flow into the MTF.

Approximate Annual MTF Revenues (2009)

Vehicle registration taxes:	\$837 million
Gasoline taxes:	846 million
Diesel-fuel taxes:	<u>118 million</u>
Total revenue:	\$1,801 million

Plus 4.65 percent of automotive-related sales tax (but not use tax) revenue for CTF: \$75 million

ACT 51 Effective Formula

State Trunkline Fund - 36 percent
County road commissions - 35 percent
City and village streets - 20 percent
Comprehensive Transportation Fund - 9 percent

Not including 4.65 percent of automotive-related sales tax revenue for CTF

After "off the top" deductions for the cost of revenue collection:

- Secretary of State: \$20 million interdepartmental grant from MTF, plus approx. \$43 million in license plate fees, plus General Fund money as appropriated.
- Treasury: approx. \$8 million annually, as appropriated.
- See annual budget bills.

Registration Fees

Vehicle Registration Fees:

- Approximately half of MTF revenues come from vehicle registration fees, or \$837 million in Fiscal Year 2009. (The other half is fuel tax revenues.)
- Cars and light trucks fees are based on their original list price: half a percent for a new car, declining to about a third of a percent for a four-year-old car. Fees for cars older than 1984 and trucks over 10,000 pounds are based on weight. Registration fees for interstate trucks are apportioned among all the states each truck travels in.
- The registration fee for the average car in Michigan is \$102/year. The fee for a standard 80,000-pound, five-axle truck is \$1,675, very near the national average. Permanent trailer registrations are \$75-\$300.

Numbers of vehicles registered in Michigan (2010 figures):

<i>Ad valorem</i> cars and light trucks	6,291,515	(includes motor homes)
Weight-based	728,561	(includes GVW trucks, and pre-1984 cars)
Trailers	approx. 1,100,000	(permanent plates, exact number unknown)
Motorcycles	260,912	
Historic plates	110,000	
Total	approx. 8,491,000	

The Secretary of State deducts \$5.75 from the registration fee on most vehicles to pay for the cost of license plate administration, and receives a \$20 million interdepartmental grant from MTF. Another \$2.25 fee is added to most registrations for the Michigan State Police.

Aircraft Registration Fees:

- Aircraft registration is 1 cent per pound of max gross weight.

Fuel Taxes

State Gasoline Tax: nominally 19 cents/gallon. Actually 18.715 cents/gallon after 1.5 percent deduction for "cost of collecting the tax" by petroleum distributors and retailers. Plus 6 percent sales tax. Plus 7/8-cent/gallon tax for Michigan Underground Storage Tank Financial Assurance Fund (MUSTFA) (sunsets in 2012). Two percent of gasoline tax is credited to Recreation Improvement Fund. Each penny's worth of gasoline tax yielded \$43.7 million in 2010, down from a high of \$49.4 million per penny in 2002.

Federal Gasoline Tax: 18.4 cents/gallon, includes 15.44 cents for Highway Account, 2.86 cents/gallon for Transit Account and 0.1 cent/gallon for LUST underground tank fund.

Michigan Diesel-fuel Tax: 15 cents/gallon. Plus 6 percent sales tax on sales within Michigan. The 6 percent use tax on fuel burned in Michigan but bought elsewhere by motor carriers is credited to the MTF in the manner of the fuel tax. Each penny's worth of diesel-fuel tax yielded \$7.6 million in 2010, down from a high of \$10.4 million in 2003.

Federal Diesel-fuel Tax: 24.4 cents/gallon, includes 21.44 cents for Highway Account, 2.86 cents/gallon for Transit Account and 0.1 cent/gallon for Leaking Underground Storage Tank (LUST) fund.

Aviation Fuel Tax: 3 cents per gallon (scheduled interstate airlines receive a rebate of 1.5 cents per gallon).

Michigan Gasohol Tax: nominally 19 cents/gallon, as with gasoline.

Federal Gasohol Tax: 13.2 cents/gallon, includes 7.74 cents for Highway Account, 2.5 cents for the U.S. General Fund, 2.86 cents for the Transit Account, and 0.1 cent for LUST fund.

Michigan LPG (Propane) Tax: 15 cents/gallon.

Federal LPG Tax: 13.6 cents/gallon, with 11.47 cents for Highway Account and 2.13 cents for Transit Account.

Michigan Compressed Natural Gas (CNG) Tax: untaxed for use to propel road vehicles, plus 6 percent sales tax.

Federal CNG Tax: 4.3 cents/gallon, with 3.44 cents for the Highway Account and 0.86 cents for Transit Account.

Electricity: untaxed for use to propel road vehicles.

Bridge Fares

Mackinac Bridge: Passenger Vehicle - \$1.75 per axle or \$3.50 per car; All Others - \$4.50 per axle

Blue Water Bridge: Cars - \$3.00, Extra Axles - \$3.00; Trucks and Buses - \$3.25 per axle

International Bridge: Cars - \$3.00; all others vary

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